At Every State Stop 400 Presons for He renew fare of -4 Frenting Hatel on or favoreneest. f. Morgen's Expertements With Alcohol as Enerstants

automobilists wishing to take part as sair a chidden fouring contest have seed about entering hecause they feated total accommodations between forfalo test on Woods would be inside juste for record Woods would be independed for party. Numerous impuffies regarding metaline and possible route detections not the foreign to of the American futurouslife time and the foreign militate foreign following statement.

and the superintendent by which has been made for a reservation of the tourists will but for a night place on the route where and at several points as Many as from of the party can be adoptately To accomplish this result it has t nortable houses at two points. It arrangements are being mile for a large St. Lawrence River steamer accompany the tourists and will a floating hotel. Recarding pospleasant dust conditions, members party which recently surveyed the state that from Montreal to Bretton there is practically no dust on the account of the prevailing heavy

gements are now being made for a of car which will precede the tourists three days. The occupants of this thoroughly mark the entire route ows or other indicating signs. The also carry a transportation agent of the touring party in each town ght stopa will be made. By these tourists on their arrival at each copping place will find their rooms them upon their arrival. The will also institute a system of along the route, checkers being points on each day's journey. These vill record the time that each car passes their checking point, the plan being to arrive at definite conclusions regarding regularity of running throughout the tour, A second patrol car will follow the last tourist and will not only pick up the checkers left along the route, but will act as a relief car, carrying word of possible breakdowns to the nearest town and arranging for parts needed for repairs or tows if there should be any necessity for them. The superintendent of the tour is in receipt of many inquiries each day regarding the event, and from the wide-spread interest displayed a very heavy entry ist is probable.

Charles E. Duryea, a pioneer automobile builder and a member of the committee of management of the American Motor Car Manufacturers' Association, says he experi-mented with alcohol as a motor fuel in 1892 in one of his cars. Now that denaturized alcohol has been placed on the free list Mr. Duryea thinks there will be an increasing use of it after the bill becomes operative on

"My experiments showed that alcohol required either a little more heat or a finer pulverization than gasolene," said Mr. Dur-yea. "I wished to use it at the New York automobile show, but the management of Madison Square Garden would not allow its use in the building, although it was not as dangerous as gasolene. I am inclined to think there is an increase of power obtainable from the use of alcohol, but I cannot say just how much. For aeronautic motors I think it should be excellent because of the increased power, the freedom from soot, the lessened amount of heating of the cylinder walls and the slightly lessened danger from fire. People generally consider alcohol much safer to handle than gasolene and will be ready to adopt alcohol motors for household use to relieve much of the present drudgery, where they would not use gasolene. Alcohol is another source of power and it only re-mains to be seen if it can be produced at a the expensive fuels now in use."

G. F., Jr.—Route to Boston and New Bedford from Paterson: Follow west bank of Passaic River to Passaic and cross river to Paterson Turnpike. Continue through Wallington, East Rutherford and Secaucus to Hudson County Boulevard. Turn left boulevard and go to Weehawken ferry way of Third street. Take ferry to Porty-second street, New York, Follow Forty-second street to Eighth avenue, thence to Central Park. Leave the park at Seventh avenue entrance and go north on Seventh avenue to Central Bridge. Cross bridge to Jerome avenue and turn right onto Ford-bam road for two blocks. Bear left past ordham railroad station into Pelham parkturn into the Shore road and follow to New Rochelle. Keep main road through Larch-mont, Mamarcheck and Rye to Port Chester Posten post road. Keep Main street

through Pout Chester, cross Eyram River and go up hill into Futnam avenue, Greenwich, Conn. Go on through Cos Cob and Manus to Stainford. Closs bridge over Norten River and go through Norteth village and Darien on Connecticut tuenpike to Norwalk, Follow West avenue to Wall street and cross stone arch bridge over Norwalk River and keep on through Westport, Southport and Fairfield to Bridgeport, Reep Fairfield avenue direct through city, cross bridge over Pequonnock River and follow Stratford avenue to Stratford. Cross Housatonic River and take direct road to Milford. Cross Memorial Bridge, turning right by old mill to sign in fork. New Haven, It miles." Bear left at this sign over Milford Hill to Woodmount. Cross bridge and take road along shore to Savir Rock and keep on to New Haven.

Go north through New Haven on Whitney avenue, Lawrence and State streets, and cross Quinnipiac River into North Haven. Keep on to Wallingford and straight through town to Tracy. Go straight ahead on Old Colony road and Cook avenue to Meridan. Keep on to Wallingford and straight through town to Tracy. Go straight ahead on Old Colony road and Cook avenue to Meridan. Go through Berlin Center, pass under railroad tracks at Berlin station and continue on macadam road into New Britain. Follow East Main street to Hartford avenue, keep on to West Hartford Centre, and to Hartford. Go north on Main street into Windsor avenue and on to Windsor. Continue on to Windsor Locks and at centre of town eross toil bridge over Connecticut River to Warehouse Point. Follow eastern bank of river, skirting outer edge of Thompsonville and cross State line to Longmeadow, Mass. Keep on main road through Longmeadow and enter Springfield by Summer and Fort Pleasant avenues. Leave Springfield by Main and State streets, passing United States Strokfield, Brookfield, Brookfield and Keet Brookfield to Spencer. Follow trolley tracks to Leicester, go straight on to Main street to and through Allston into Commonwealth Syence. Boston, and on to the Blue Hill avenue thr

English Daimler.

Franklin. famous American air cooled car, scerewhere as the economical car, a rival in its class. An excellen-far those who want good motoring

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The Frayer-Miller began the season with a high reputation for endurance and all-round efficiency; and every comparative test since made has given the car increased prestige. It is air-cooled by a method that reduces weight and wear to the minimum and eliminates all complicated machinery—a car for winter an i summer, equally dependable at all temperatures.

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CURTIS AUTO CO., 70 ALBANY AVE., BROOKLYN, M. Y.

Greenwich to Wickford. Keep on Shore Road to Hamilton and continue through Saunderstown Depot, Narragansett, Narragansett Pier, Dale-Carla Corners, Wakefield and Green Hills to Charlestown. Half mile beyond bear left at forks to Quonochontaug and Ocean View. Take right fork to Westerly. Cross Pawernek River and keep on shore road through Wequetequock to Stonington. Continue on through Mystle Bridge and Pequenos Bridge to Groton and take ferry across Thames River to New London, Conn. Go west on Bank street to triangle at fork surrounded by stone posts. Take right fork and keep direct through Flanders, East Lyme and Laysville to Lyme Centre. Take ferry across Connecticut River to Saybrook. Continue on through Westbrook, Clinton, Madison, East River, Gullford and go over Moose Hill into Branford. Leave Branford with trolleys, following them to East Haven. Keep direct to Tomiliaon Bridge across Quinnipiac River into New Haven. From New Haven back to Patterson, retrace route used Loing north.

AUTOMOBILE NOTES.

Henry Ford, the well known automobile builder Henry Ford, the well known automobile builder, authority for the statement that the passage of the bill permitting the free and unrestricted manufacture of vegetable alcohol will work a revolution in the American industrial situation. The most important point made by Mr. Ford, who has all along been an enthusiastic supporter and worker in the interests of the measure, is that the benefits of the bill will apply not along to manufacturing of the bill will apply not alone to manufacturing industries, but to rural communities as well. In fact he states that it will prove a greater boon to

the farmer than to the city industries.

Paradoxical as it appears, Mr. Ford is an even more enthusiastic farmer than he is an automobile builder. He has a farm about eight miles from builder. He has a train about each very years. He owns several hundred head of stock and engages in agriculture on a large scale. Here it is that surrounded by denizers of the farm, he figures out the most difficult problems in horseless vehicles, and here, too, he retires from business worries when they come too fast. when they come too fast.

Mr. Ford is now perfecting a motor-tractor which, using alcohol for fuel, may be used for all manner of farm work, from hauling the gang-plough through all the other operations now performed by horses to transporting the produce to market. The tractor Mr. Ford believes to be the most practi-cal form of power application to this kind of work. It will have a speed of six miles per hour and with 40 initial horse-power geared down to that speed, will be capable of performing the heaviest work

Reid Northrop, St. Louis, Mo.: F. D. Underwood, president Erie Railroad (bought for his daughter in Chicago: Gen. James H. Wilson, Wilmington, Del.; Col. George F. Huff, Washington, D. C.; Huston Wyeth, St. Joseph, Mo.: E. J. Wilkins, Des Molnes, La.: Lyman N. Howe, Wilkesbarre, Pa.: Chicago, Ill., Philadelphia, Pa.; W. B. Devereux, Chicago, Ill.

The first Columbia gasolene automobile was built at the Hartford factory in 1895 and consisted of a metamorphosed horse runabout fitted with a three cyclinder air cooled engine which had previously done duty in propelling an old fashioned tricycle. This machine had what was probably the first planetary transmission gear ever used on an automobile. The power was conveyed by the gearing from the engine to one rear wheel only, the other one slipping. Steering was accomplished by lever and sector and gear arrangement which swung the entire front axie. Pleumatic tires were fitted to the wheels of the machine, which was nurely an experimental affair. It was considered quite a success and attracted no end of attention on the streets of Hartford and outlying country roads.

A substantial locking device that will effectually militate against the possibility of stripping or burning the teeth of gears when they are being shifted should be part of the equipment of every well designed automobile. The manufacturers of the American automobile, handled in the East by the Coveil & Crosby Company have had this fact particularly in mind and have introduced in their product a device that renders the battering of gear teeth impossible. Any one who "has had his troubles" with broken gears should appreciate this feature and give it the consideration it deserves.

Charles B. Shanks, general sales manager of the Winton Motor Carriage Company, returning home from his semi-annual trip to the Pacific Coast, states that the automobile outlook in the extreme West is brighter than ever before, especially in San Francisco, where the people almost worship the motor car, because of the wonderful salvage work performed by automobiles following the earthoughes.

The New York Transportation Company, which operates the electric motor cab service of New York, recently established a gasolene touring car department, purchasing fifteen Columbia cars from the electric vehicle company. This service has spring into such instant favor that the Transportation company is in the market for fine high powered touring cars with a seating capacity of seven persons each.

Burgoyne Hamilton of the Welsh Motor Car Company says: "I am one of those who believe that the present price level of automobiles will be not only maintained, but is fikely to advance. The motoring public is daily becoming more alive to the fact that a machine which shall withstand the enormous strain and wear to which an automobile is subjected must be constructed from the finest possible material and by the most skilled mechanics the world can produce. All this costs money, and the intelligent buyer is going to think twice before pitting his luck against cheap labor and material at a forty rule clip down a 20 per cent. grade." The New Amsterdam Motor Company, distributing agents of the Grawford sutomobile, have in creased their renting department to fifteen gasolene cars and several handsome electric landaulets.

"The Pullman of Motor Cars." THE RAINIER is built and equipped

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Catalogue the qualities you want in a car, and Rainier you will find them in the RAINIER.

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35 H. P., 4 Cylinders. 112-Inch Wheel Base. Extra wide rear seat.

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Great Victory

Further news from Italy emphasizes the completeness of the "FIAT" victory in the great

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For sheer endurance and absolute reliability, the "FIAT" team and cars established a new record in the history of automobile contests.

The course was an unusually severe one, running across the Apennines and Alps of Cadore Mountains. At times the altitude was 4,200 feet. During several of the days it rained and hailed, yet the average run of nearly 300 miles was regularly made.

The "FIAT" team was the only complete team to finish, capturing First, Fourth and Fifth places.

Lancia, the winner, covered the 2,671 miles in a 35 H. P. "FIAT" without any penalization whatever. Nazzaro and Boschis were penalized only 35 seconds and 87 seconds respectively.

Compared with other automobile endurance tests, this is a wonderful record and demonstrates again the marvelous reliability of "FIAT" Cars.

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